



**ENGINEERING OPERATIONS COMMITTEE
MEETING MINUTES
MARCH 13, 1997, 9:00 A.M.
EXECUTIVE CONFERENCE ROOM**

Present: T. A. Coleman L. R. Brown C. J. Arnold
 J. D. Culp P. A. Lynwood (P. F. Miller) J. W. Reincke
 T. Fort W. C. Turner

Guest: J. Nekritz (FHWA) L. L. Galehouse S. Jadun

OLD BUSINESS

1. Approval of the Minutes of the February 19, 1997, Meeting -T. A. Coleman

Minutes of the February 19, 1997, meeting were approved as written.

2. Corridor Basis Construction (CBC) - C. J. Arnold/W. C. Turner

No progress to report. The CBC Committee, currently chaired by C. J. Arnold, will be affected by early retirements. Several new nominations will be required and once those are made the committee will move forward with their charge.

ACTION: C. J. Arnold will recommend new names.

3. Speed Limits in Work Zones - J. D. Culp/L. R. Brown/P. F. Miller

Speed limits in work zones are a worker safety issue and as such due consideration must be given to various kinds of work. As a follow-up to Maintenance concerns expressed at the February meeting, Larry Brown proposed that short duration maintenance operations (those that require 1-12 hours and are during daylight hours) be allowed to continue stepping down from the posted speed to 45 mph using additional advance signing. He felt the reduction is warranted based on workers being in an unprotected temporary work zone. Maintenance prepared a draft guideline for short term stationary operations based on the proposed revision to Part 6 of the 1994 MMUTCD.

Jim Culp reiterated the original proposal as it pertains to construction activities and confirmed the need to provide increased worker safety. The costs associated with the 10 mph speed reduction will be minimal and a significant benefit will be better enforcement by the law enforcement agencies.

FHWA supports the Traffic and Safety proposal for incremental signing and has advocated it for several years. Nationally, enforcement is one of the most effective tools in managing work zone safety and Michigan needs to supply the structure that allows for it.

ACTION: The Traffic and Safety proposal is accepted and approval is given for its retroactive application on all freeway jobs. Construction will coordinate the necessary changes and will issue a policy to cover all jobs.

Design will fold this into existing design plans to the extent possible - others will be covered by a Construction Circular Letter.

Traffic and Safety will proceed with implementation and will coordinate efforts with industry and the Michigan State Police.

Maintenance will proceed with the final development of its guidelines for short duration operations. Tom Coleman directed them to monitor actual speeds and compliance this season.

EOC will revisit this in September 1997 to monitor progress and review results of compliance/enforcement studies.

4. **Bituminous Advisory Committee (BAC) Future - L. L. Galehouse**

There is considerable support for the continuance of the BAC whose primary role is as a check in the system to ensure what we are doing is right. There is a lack of information flowing between the BAC and the districts; and this needs to be improved through education and better communication. The BAC is an important part of policy making and it will have a key support function for the TSCs. Retirements will affect the committee structure and new "experts" will be sought to replace them.

ACTION: The BAC will develop a new charge for itself and will report back for EOC review and concurrence within the next two months.

NEW BUSINESS

1. **Emergency Classification Guidelines for Bridge Inspectors - L. R. Brown/S. Jadun**

The draft statewide guidelines were prepared by a committee representing Design, Maintenance, Districts and FHWA. The guidelines are proposed for use by bridge inspectors and district decision-makers when evaluating a bridge emergency, defined as "When a main structural member of a bridge is severely damaged or deteriorated resulting from an unsafe

bridge condition". More in-depth inspections are finding more localized failures. With the number of bridges in this category continuing to increase, it will be several years before we are caught up with the repairs. The well known fact is that more money is needed - up to \$20 million per year with no restrictions on the type of repair.

ACTION: Maintenance will make revisions to the draft guidelines and direct it toward the decision-makers, giving consideration to other options. The inspector should provide a recommendation for consideration and include the next step consequence in the failure chain. This will be an agenda item for the April 1997 meeting.

(Signed Copy on File at M&T)

Jon W. Reincke for Calvin Roberts, Secretary
Engineering Operations Committee

JWR:kat

cc: EOC Members
District Engineers

R. A. Welke	R. J. Risser, Jr. (MCPA)	L. K. Heinig	T. Adams (MCA)
D. L. Coleman	A. C. Milo (MRBA)	G. H. Grove	R. D. Till
D. L. Smiley	J. Becsey (MAPA)	R. W. Muller	R. E. Nordlund
L. E. DeFrain	G. L. Mitchell	G. J. Bukoski	C. W. Whiteside
I. B. Patel	M. Newman (MAA)	J. Steele (FHWA)	K. Rothwell
S. Bower	M. Frierson	R. J. Lippert, Jr.	C. Libiran
B. Richter			